

ADDISON

®

Addison Airport Customs

October 11, 2016

Customs at Addison

- User Fee Airport – Since December 1994
 - Airport reimburses Customs for all costs
 - Staffing costs for minimum of one full-time inspector
 - Currently located in Million Air hangar
- May 2015 – Received Non-compliance letter from Customs and Border Protection

Importance of Customs

Airport Master Plan recognized importance of Customs service to:

- Remain competitive
(DFW, Love Field, Meacham, Alliance, McKinney)
- Support and retain existing tenant base
 - (Mary Kay, Basa Resources, Yum! Brands, Sky B&B, PepsiCo, etc.)
- Attract new business
- Increase based aircraft and private investment



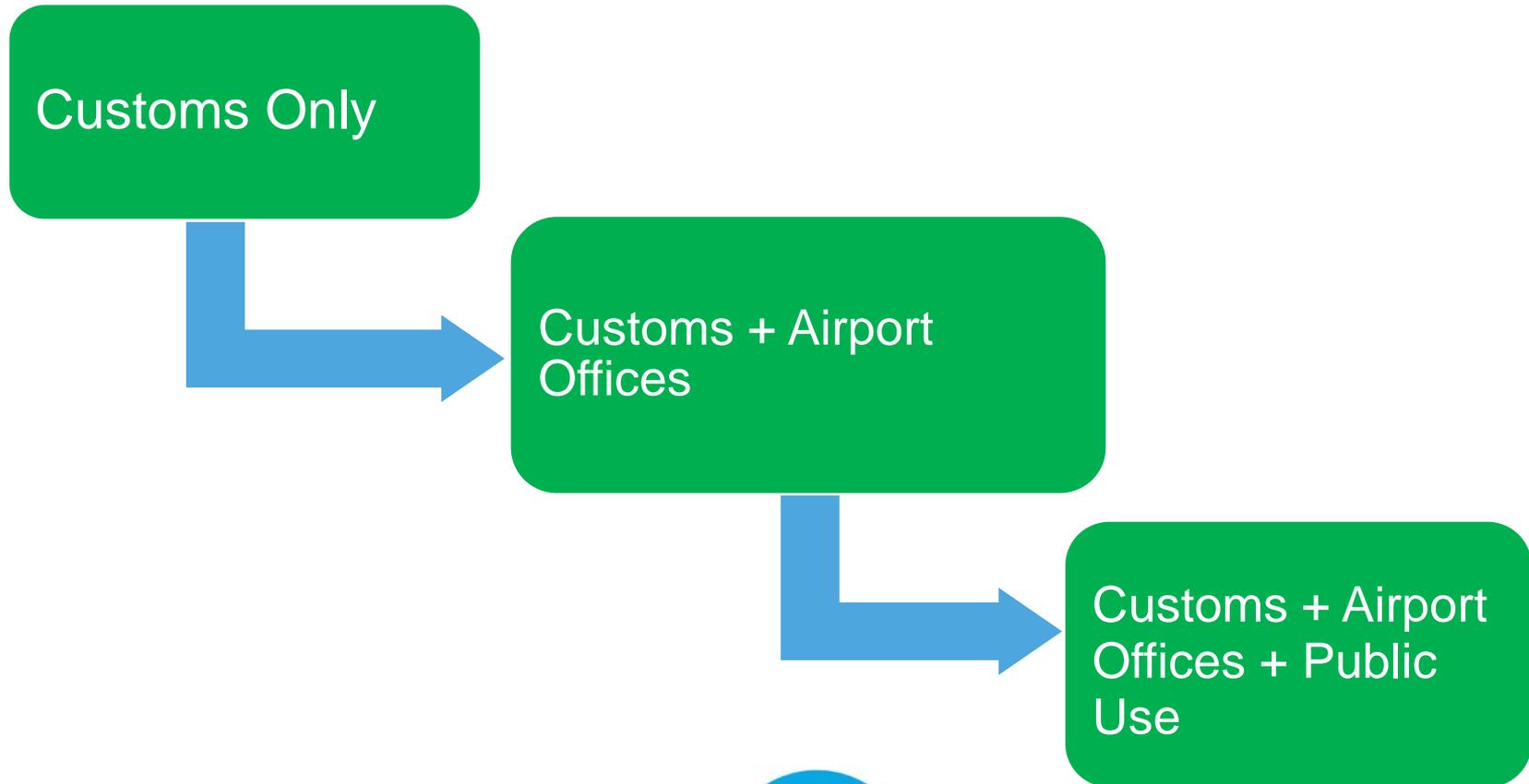
Non-compliance Letter

- May 2015 – Non-compliance letter received
 - “...must satisfy Customs and Border Protection facility standards...”
 - Several areas of deficiencies noted
 - Changes required to maintain service
 - If not made, subject to 120-day termination
- Retrofit an existing building or construct a new facility (current facility cannot be made compliant)

Customs Facility Requirements

- Facility Requirements:
 - Minimum 3,710sf building
 - Direct access to / view of ramp
 - Reasonable landside access
 - Rigorous security specifications
- Minimum of 10,000sf heavy concrete apron
- Runway / Taxiway access for large aircraft
 - Taxiway Alpha
 - West end of Taxilane Victor

What should we build?



Customs Facility Site Alternatives

- Three sites meeting operational requirements:
 1. JetPort site
 2. Midfield site
 3. Southeast quadrant
- Additional operational considerations
 - Aircraft towing or taxiing from Customs ramp to FBO
 - Co-locating with an FBO may be unfair advantage (possible Grant Assurance violation)

JetPort – Claire Chennault



10/11/2016



JetPort – Claire Chennault

Pro:

- Capable of being renovated; renovation costs lower than new construction costs
- Large enough to accommodate additional uses
- Could support new-build Customs facility
- Proximity to Million Air, which presently serves ~90% of Customs flights
- Proximity to Atlantic Aviation
- Existing ramp could support Customs operations for short-term

Con:

- Precludes other redevelopment proposals
- Not convenient to potential third FBO at SEQ
- Ramp would need to be reconstructed in near future



Midfield – Toll Tunnel



Midfield – Toll Tunnel

Pro:

- Proximity to Atlantic Aviation
- Convenient to all FBOs
- Existing asphalt ramp could support Customs short-term
- Site is less commercially valuable than alternatives
- Customs facility still leaves space for redevelopment on site

Con:

- Requires demolition of existing hangar, redevelopment / new-build
- Ramp would need to be reconstructed



Southeast Quadrant



Southeast Quadrant

Pro:

- Site under consideration for redevelopment

Con:

- Operationally inconvenient for existing FBOs (Million Air, Atlantic)
- Would provide unfair advantage to third FBO
- New ramp would need to be constructed
- Site is commercially very valuable

Which site?

JetPort

- Carve out
- Co-located with FBO

Midfield

- Stand alone

Southeast
Quadrant

- Carve out
- Co-located with FBO



Recommendation

- Midfield site
 - Least developable of all sites
- Stand alone facility – not co-located with an FBO
 - Provides neutrality for all FBOs
- Combine with Airport Management Office
 - Provides flight line visibility
 - Ability to oversee Customs operation
 - Saves annual office rental



Next Steps

- Direction on what to build and where
- Engage architectural / engineering firm
 - Design facility
 - Opinion of probable construction cost
- Revisit with Council